

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 BOARD OF DIRECTORS

6 of the

7 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

8 (R-05-14 MTB)

9 **APPROVING AN ACCESS POINT ON SOUTH SIDE OF RIO BRAVO BOULEVARD**
10 **EAST OF BROADWAY BOULEVARD**
11

12 WHEREAS, the Future Albuquerque Area Bikeways and Streets (FAABS)
13 document contains the streets and bikeways facility planning maps for the Albuquerque
14 Metropolitan Area (AMPA); and

15 WHEREAS, the FAABS document governs the access control policies for major
16 streets in the AMPA; and

17 WHEREAS, to accommodate a proposed development along the south side of NM
18 500 (Rio Bravo Boulevard) east of Broadway Boulevard, changes to the access control
19 policy on NM 500 (Rio Bravo Boulevard) are necessary; and

20 WHEREAS, Resolution UTPPB R-85-13, R-86-9, R-86-31, R-88-8, R-90-5, and
21 R-01-24 designated NM 500 (Rio Bravo Boulevard) from Paseo del Volcan to Interstate
22 25 as a high-capacity, high-speed limited access principal arterial with access limited to
23 approximately one-quarter mile at-grade intersections; and

24 WHEREAS, the land on the south side of NM 500 (Rio Bravo Boulevard)
25 between the railroad tracks and I-25 is being developed and access onto NM 500 (Rio
26 Bravo Boulevard) is being requested

27 WHEREAS, the proposed access point will satisfy the need for access along the
28 south side of NM 500 (Rio Bravo Boulevard) between Broadway Boulevard and
29 Interstate 25; and

30 WHEREAS, the proposed access would provide benefits to the properties along
31 the south side of NM 500 (Rio Bravo Boulevard) east of Broadway Boulevard for
32 access; and

33 WHEREAS, a Traffic Impact Study was prepared for the proposed land
34 development project demonstrated that a westbound left turn in access on the south
35 side of Rio Bravo east of Broadway would provide a benefit to the operation of the
36 signalized intersection of NM 500 (Rio Bravo Boulevard) / Broadway Blvd; and

37 WHEREAS, efforts will be made to ensure the proposed access will comply with
38 all state and local transportation policies and plans; and

39 WHEREAS, the exact location of the access point will be determined by the New
40 Mexico Department of Transportation, District 3 Office; and

41 WHEREAS, the geometry of all improvements related to the proposed access
42 point will be approved by the New Mexico Department of Transportation, District 3
43 Traffic Engineer; and

44 WHEREAS, it is the responsibility of the Metropolitan Transportation Board to
45 affect any changes to the Long Range Roadway Plan for the Albuquerque Urban Area.

46 NOW, THEREFORE BE IT RESOLVED by the Metropolitan Transportation
47 Board of the Mid-Region Council of Governments of New Mexico that the Long Range
48 Roadway Plan for the Albuquerque Urban Area is amended, as shown on EXHIBIT I,
49 changing the access policy for NM 500 (Rio Bravo Boulevard) to permit a temporary
50 right-turn-in, right-turn-out, left-turn in only unsignalized intersection approximately
51 1,130 feet east of Broadway Boulevard. The developer will construct the **Temporary**
52 right-turn-in, right-turn-out, left-turn-in access intersection as well as all the required
53 auxiliary turn lanes as depicted in Exhibit II. The New Mexico Department of
54 Transportation (NMDOT) reserves the right to close the left-turn-in access on NM 500
55 (Rio Bravo Boulevard) at this location should it be determined by the NMDOT District
56 Three Office that the left-turn-in movement creates a safety hazard (based on number
57 of accidents related to the left turn movement) or operational problem (i.e., conflict with
58 eastbound queues on Rio Bravo Boulevard) or conflicts with the design and/or operation
59 of the future I-25/NM 500 (Rio Bravo Interchange). The property owner that is serviced
60 by the temporary left turn will not be entitled to any damages should the temporary left
61 turn lane be eliminated. All final plans showing access will be approved by the New
62 Mexico Department of Transportation for the construction of the Intersection.

63 PASSED, APPROVED, AND ADOPTED this 25th day of August 2005 by the
64 Metropolitan Transportation Board of the Board of Directors of the Mid-Region Council
65 of Governments of New Mexico.

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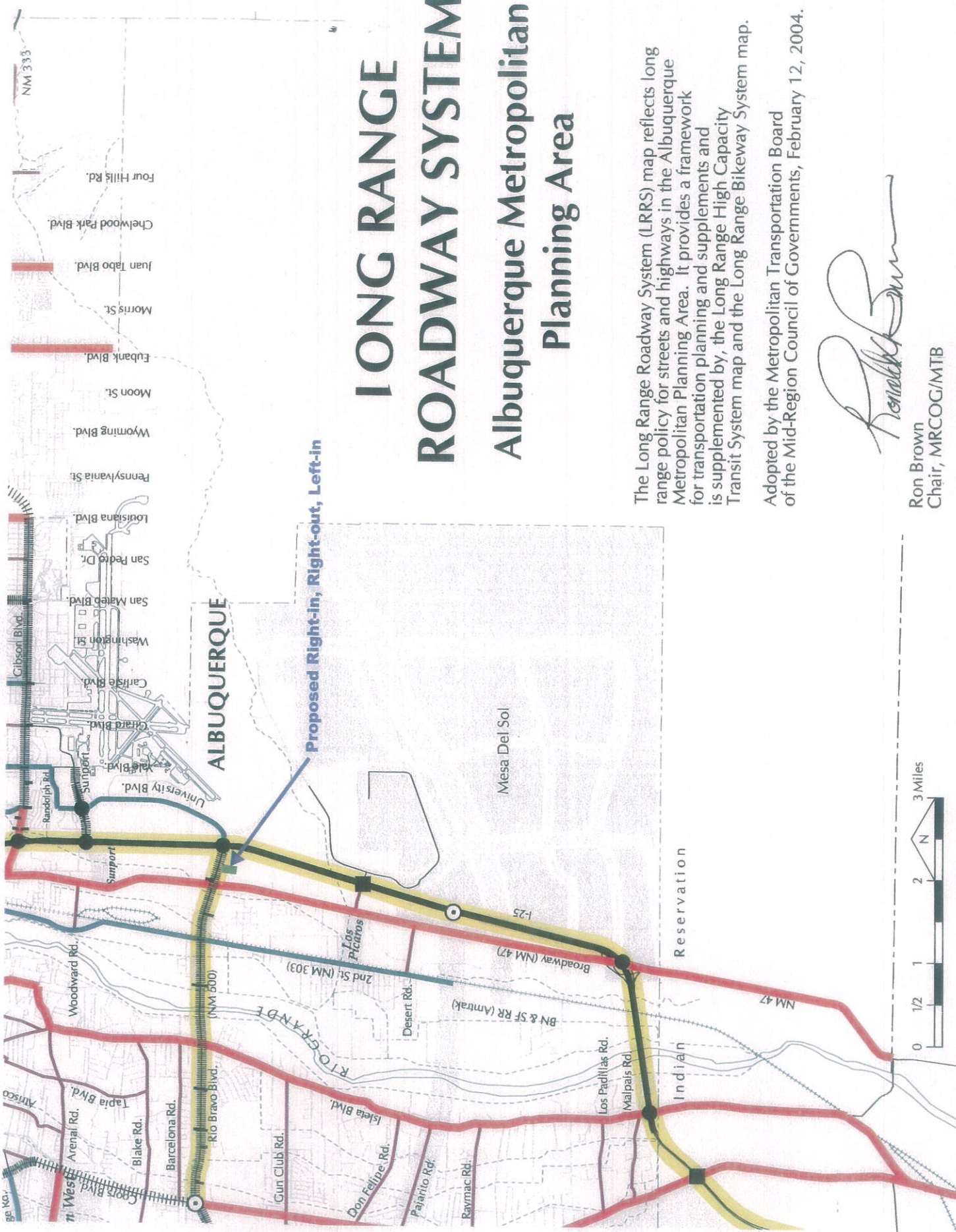


E. Tim Cummins, Chair
Metropolitan Transportation Board

ATTEST



Lawrence Rael
Executive Director



LONG RANGE ROADWAY SYSTEM

Albuquerque Metropolitan Planning Area

The Long Range Roadway System (LRRS) map reflects long range policy for streets and highways in the Albuquerque Metropolitan Planning Area. It provides a framework for transportation planning and supplements and is supplemented by, the Long Range High Capacity Transit System map and the Long Range Bikeway System map.

Adopted by the Metropolitan Transportation Board of the Mid-Region Council of Governments, February 12, 2004.

Ron Brown
Chair, MRCOG/MTB

